



Europäisches
Patentamt

European
Patent Office

Office européen
des brevets

REC'D 16 SEP 2003

WIPO

PCT

#2

Bescheinigung

Certificate

Attestation

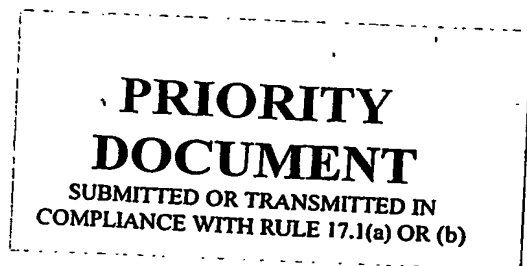
Die angehefteten Unterla-
gen stimmen mit der
ursprünglich eingereichten
Fassung der auf dem näch-
sten Blatt bezeichneten
europäischen Patentanmel-
dung überein.

The attached documents
are exact copies of the
European patent application
described on the following
page, as originally filed.

Les documents fixés à
cette attestation sont
conformes à la version
initialement déposée de
la demande de brevet
européen spécifiée à la
page suivante.

Patentanmeldung Nr. Patent application No. Demande de brevet n°

02016090.9



Der Präsident des Europäischen Patentamts;
Im Auftrag

For the President of the European Patent Office

Le Président de l'Office européen des brevets
p.o.

R C van Dijk

BEST AVAILABLE COPY



Anmeldung Nr:
Application no.: 02016090.9
Demande no:

Anmeldetag:
Date of filing: 19.07.02
Date de dépôt:

Anmelder/Applicant(s)/Demandeur(s):

SHELL INTERNATIONALE RESEARCH
MAATSCHAPPIJ B.V.
Carel van Bylandtlaan 30
2596 HR Den Haag
PAYS-BAS

Bezeichnung der Erfindung/Title of the invention/Titre de l'invention:
(Falls die Bezeichnung der Erfindung nicht angegeben ist, siehe Beschreibung.
If no title is shown please refer to the description.
Si aucun titre n'est indiqué se référer à la description.)

In Anspruch genommene Priorität(en) / Priority(ies) claimed /Priorité(s)
revendiquée(s)
Staat/Tag/Aktenzeichen/State/Date/File no./Pays/Date/Numéro de dépôt:

Internationale Patentklassifikation/International Patent Classification/
Classification internationale des brevets:

F23D/

Am Anmeldetag benannte Vertragstaaten/Contracting states designated at date of
filing/Etats contractants désignées lors du dépôt:

AT BE BG CH CY CZ DE DK EE ES FI FR GB GR IE IT LI LU MC NL PT SE SK TR

19. Juli 2002

- 1 -

TS 8576 EPC

Crw

PROCESS FOR COMBUSTION OF A LIQUID HYDROCARBON

The invention is directed to a process for combustion of a liquid hydrocarbon fuel wherein the following steps are performed:

(a) obtaining a mixture of liquid hydrocarbon droplets in an oxygen containing gaseous phase,

(b) evaporating the liquid hydrocarbon droplets, preferably in a cool flame at a temperature of between 300 and 480 °C, to obtaining a gaseous mixture comprising oxygen and hydrocarbons, and

(c) total combustion of the gaseous mixture obtained in step (b).

Such a process is described in detail in High Modulation Burner for Liquid Fuels Based on Porous Media Combustion and Cool Flame Vaporization; D. Trimis, K. Wawrzinek, O. Harzfeld, K. Lucka, A. Rutsche, F. Haase, K. Krüger, C. Küchen, Sixth International Conference on Technologies and Combustion for a Clean Environment (Clean Air VI), Vol. 2, Paper 23.1, Porto, Portugal, 9-12 July 2001. This article describes a so-called porous burner, which comprises means to mix air and a liquid fuel, a space for evaporating the liquid fuel in a cool flame, and a space filled with a porous material in which the combustion of the air/evaporated fuel mixture takes place. As a possible liquid fuel Industrial Gas Oil is mentioned in this article. Means to de-sulphurise the exhaust gas are also present, e.g. in a water-bath. Typical for these types of burners is that they are very suited for low power applications in the range of 2 to

30 kW. This makes them very suited for domestic applications such as domestic heating or boiler applications. A further advantage is these types of burners allow a high power modulation of more than 1:10. This allows a reduction of start/stop events with its associated emissions of hydrocarbons and carbon monoxide.

A disadvantage of the use of Industrial Gas Oil is that the fuel does not easily evaporate in the evaporator space of the burner. Non-complete evaporation of the liquid fuel will result in more emissions in the flue gas leaving the burner. Additionally non-complete evaporation may result in deposits in the combustion zone and downstream heat exchanger surfaces. This may result in a decrease of efficiency in the heat exchanger, in incomplete combustion or uncontrolled flame ignition.

The objective of the present invention is therefore to provide a process, which does not have such a disadvantage. This object is achieved with the following process.

Process for combustion of a liquid Fischer-Tropsch derived hydrocarbon fuel wherein the following steps are performed:

- (a) obtaining a mixture of liquid hydrocarbon droplets in an oxygen containing gaseous phase,
- (b) evaporating the liquid hydrocarbon droplets to obtaining a gaseous mixture comprising oxygen and hydrocarbons, and
- (c) total combustion of the gaseous mixture obtained in step (b).

Applicants found that by using a Fischer-Tropsch derived fuel a better evaporation takes place in the cool flame. This has resulted in a better combustion, improved

flame ignition and less fouling of any downstream heat exchanger surfaces. Furthermore because Fischer-Tropsch derived fuels contain almost no sulphur no special measures have to be provided to clean the flue gas of said combustion or to apply special non-corrosive materials.

In step (a) a mixture of liquid Fischer-Tropsch derived fuel droplets in a gaseous continuous phase is prepared. The gaseous phase will contain oxygen or any other oxidant. The gaseous phase is preferably air. The preparation of said mixture may be performed by different techniques. For example a mixture is obtained by passing a mixture of air and liquid fuel through small openings at a certain pressure difference resulting in the formation of the small liquid droplets in the gaseous phase. A second technique is by atomization of the liquid fuel through ultrasonic vibrations as for example described in US-A-US4264837. A preferred method is wherein the liquid fuel is first atomised by means of a spray nozzle and subsequently mixed with air as for example described in the above-cited article.

The size of the droplets will be determined by the method chosen. In case of a nozzle the dimensions of the nozzle, the fuel feed rate, fuel oil pressure, fuel viscosity (and therefore temperature of the fuel) and surface tension will influence the droplet size. Smaller droplets and thus a better evaporation of the liquid fuel will be achieved at higher fuel feed rates and/or higher oil pressures for a given feed nozzle. Preferably the droplet size is as small as possible. However the high pressures needed to obtain such small droplets may be not economically or technically feasible. Applicants have found that when using Fischer-Tropsch derived fuel larger

droplets may be allowed without negatively affecting the combustion. This is very advantageous because now a lower oil pressure may be applied which makes the combustion process technically more simple and more energy efficient.

The oxygen containing gas will normally be air. However other sources of oxygen containing gases such as purified oxygen could also be used. For the remainder of this description reference shall be made to air, thereby not excluding the alternative sources. The excess air ratio in the present process is preferably between 1.1 and 3 (excess air ratio is defined as the ratio between the actual air supply and the needed air for stoichiometric combustion of the fuel ($\lambda=1$)). The liquid fuel is preferably introduced into the air as a fine spray of droplets.

Step (b) is preferably performed by means of a so-called cool flame. Cool flames, sometimes also referred to as cold flames, start at a temperature of 300 °C and stabilize, virtually independent of the air ratio, at a temperature of 480 °C at 1 bar conditions. A cool flame will be formed when at a certain minimum temperature (300 °C). If the temperature is kept below 480 °C no auto ignition will occur because the needed activation energy is too high under these conditions. This temperature is suitably maintained by means of indirect heat exchange against either hot exhaust gasses or against the combustion zone. In the cool flame the liquid droplets will evaporate thereby forming a gaseous mixture that is used in step (c). Steps (b) and (c) in the method according to the present invention are physically separated. Preferably measures are taken to avoid hot combustion gases from step (c) to enter the area wherein

the cool flame is present. Examples of such measures are flame traps through for example flow acceleration or metal grids positioned at the physical interface between step (a) and step (b). Examples of cool flames are described in the above referred to article and in EP-A-947769.

Alternatively steps (a) and (b) may be performed by first evaporation of the fuel and subsequently mixing the gaseous fuel with the oxygen containing mixture, or by evaporation in an inert medium before mixing with the oxygen containing gas.

The combustion in step (c) may be performed in different manners. For example aerodynamic stabilization of the flame may be applied. More preferably the flame is positioned by means of a porous surface, wherein the mixture is provided to one end of said surface and a flame is present just down stream of said surface. An example of such a surface burner is described in EP-A-947769.

Another preferred embodiment for step (c) is wherein the combustion takes place in a porous material as for example described in the above referred to article. The porous material may be as described in the above-described article. It has been found important that combustion process may take place inside the porous structure. Too small pores will quench the flame and too large pores will cause flame propagation. Preferably the porous material is comprised of a first zone wherein flame propagation is suppressed, the so-called pre-heating zone and a second zone wherein flame propagation is possible, the actual combustion zone. The porous material may be made from for example alumina, zirconium oxide or silicium carbide.

The Fischer-Tropsch derived fuel will comprise a Fischer-Tropsch product which may be any fraction of the middle distillate fuel range, which can be isolated from the (hydrocracked) Fischer-Tropsch synthesis product.

5 Typical fractions will boil in the naphtha, kerosene or gas oil range. Preferably a Fischer-Tropsch product boiling in the kerosene or gas oil range is used because these products are easier to handle in for example domestic environments. Such products will suitably
10 comprise a fraction larger than 90 wt% which boils between 160 and 400 °C, preferably to about 370 °C.

Examples of Fischer-Tropsch derived kerosene and gas oils are described in EP-A-583836, WO-A-9714768, WO-A-9714769, WO-A-011116, WO-A-011117, WO-A-0183406, WO-A-0183648, WO-
15 A-0183647, WO-A-0183641, WO-A-0020535, WO-A-0020534, EP-A-1101813, US-A-5766274, US-A-5378348, US-A-5888376 and US-A-6204426.

The Fischer-Tropsch product will suitably contain more than 80 wt% iso and normal paraffins and less than 1
20 wt% aromatics, the balance being naphthenics compounds. The content of sulphur and nitrogen will be very low and normally below the detection limits for such compounds. This low content of these elements is due to the specific process wherein the Fischer-Tropsch reaction is
25 performed. The content of sulphur will therefore be below 5 ppm and the content of nitrogen will be below 1 ppm. As a result of the low contents of aromatics and naphthenics compounds the density of the Fischer-Tropsch product will be lower than the conventional mineral derived fuels. The
30 density will be between 0.65 and 0.8 g/cm³.

The fuel used in the process of the present invention may also comprise fuel fractions other than the Fischer-Tropsch product. Examples of such fractions may be the

kerosene or gas oil fractions as obtained in traditional refinery processes, which upgrade crude petroleum feedstock to useful products. Preferred non-Fischer-Tropsch fuel components are the ultra low sulphur (e.g. less than 50 ppm sulphur) kerosene or diesel fractions, which are currently on the market. Optionally non-mineral oil based fuels, such as bio-fuels, may also be present in the fuel composition. The content of the Fischer-Tropsch product in the fuel will be preferably be above 40 wt%, more preferably above 60 wt% and most preferably above 80 wt%. It should be understood that the content of such, currently less available, Fischer-Tropsch product will be optimised, wherein pricing of the total fuel will be balanced with the advantages of the present invention. For some applications fuels fully based on a Fischer-Tropsch product plus optionally some additives may be advantageously used.

The fuel may also comprise one or more of the following additives. Detergents, for example OMA 350 as obtained from Octel OY; stabilizers, for example Keroxon ES 3500 as obtained from BASF Aktiengesellschaft, FOA 528A as obtained from OCTEL OY; metal-deactivators, for example IRGAMET 30 (as obtained from Specialty Chemicals Inc; (ashless) dispersants, for example as included in the FOA 528 A package as obtained from Octel OY; anti-oxidants: IRGANOX L06, or IRGANOX L57 as obtained from Specialty Chemicals Inc ; cold flow improvers, for example Keroflux 3283 as obtained from BASF Aktiengesellschaft, R433 or R474 as obtained from Infineum UK Ltd; combustion improver, for example ferrocene, methylcyclopentadienylmanganese-tricarbonyl (MMT); anti-corrosion: Additin RC 4801 as obtained from Rhein Chemie GmbH, Kerocorr 3232 as obtained from BASF,

SARKOSYL 0 as obtained from Ciba; re-odorants, for example Compensol as obtained from Haarmann & Reimer; biocides, for example GROTA MAR 71 as obtained from Schuelke & Mayr; lubricity enhancers, for example OLI 9000 as obtained from Octel; dehazers, for example T-9318 from Petrolite; antistatic agents, for example Stadis 450 from Octel; and foam reducers, for example TEGO 2079 from Goldschmidt.

The Fischer-Tropsch product is colourless and odourless. For safety reasons an odour marker, as for example applied in natural gas for domestic consumption, may be present in the Fischer-Tropsch derived fuel. Also a colour marker may be present to distinguish the fuel from other non-Fischer-Tropsch derived fuels.

The total content of the additives may be suitably between 0 and 1 wt% and preferably below 0.5 wt%.

The combustion process using the Fischer-Tropsch fuels is preferably applied for domestic heating, wherein the heat of combustion is used to heat water by indirect heat exchange in so-called boilers. The process is especially suited for domestic applications because of its power modulation range of between 2 and 30 kW. The heated water may be used to warm up the house or consumed in for example showers and the like.

The combustion process using the Fischer-Tropsch fuels may advantageously be further used for direct heating of large spaces. Such applications are characterized in that the flue gases are directly supplied to said space to heat up said space. Spaces such as tents and halls are often heated up with such an apparatus. Normally gaseous fuels for example natural gas, LPG and the like, are used for this application because the associated flue gases can be safely supplied

to said space. A disadvantage of the use of gaseous fuels is however that handling of the pressurized gas containers and combustion equipment requires professional skills in order to operate such an apparatus safely. By using a Fischer-Tropsch derived liquid fuel a comparable flue gas is obtained in the combustion process as when a gaseous fuel is used. Thus a method is provided wherein a liquid fuel can be applied for direct heating of spaces. The application of the liquid Fischer-Tropsch derived fuel makes the use of the apparatus for direct heating much more simple and safe.

5

10

C L A I M S

1. Process for combustion of a liquid Fischer-Tropsch derived hydrocarbon fuel wherein the following steps are performed:

5 (a) obtaining a mixture of liquid hydrocarbon droplets in an oxygen containing gaseous phase,

(b) evaporating the liquid hydrocarbon droplets to obtaining a gaseous mixture comprising oxygen and hydrocarbons, and

10 (c) total combustion of the gaseous mixture obtained in step (b).

2. Process according to claim 1, wherein step (a) is performed by atomisation of the liquid Fischer-Tropsch derived fuel by means of a spray nozzle and subsequently mixing the atomised fuel with air.

15 3. Process according to any one of claims 1-2, wherein step (b) is performed in a cool flame at a temperature of between 300 and 480 °C.

4. Process according to any one of claims 1-3, wherein step (c) is performed in a porous material.

20 5. Process according to any one of claims 1-3, wherein step (c) is performed at a porous surface.

6. Process according to any one of claims 1-3, wherein step (c) is performed such that the flame is aerodynamically stabilised.

25 7. Process according to any one of claims 1-6, wherein the fuel comprises a Fischer-Tropsch product containing more than 80 wt% iso and normal paraffins.

8. Process according to claim 7, wherein the fuel has a content of Fischer-Tropsch product of above 80 wt%.

19. Juli 2002

TS 8576 EPC

A B S T R A C T

PROCESS FOR COMBUSTION OF A LIQUID HYDROCARBON

Process for combustion of a liquid Fischer-Tropsch derived hydrocarbon fuel wherein the following steps are performed:

- (a) obtaining a mixture of liquid hydrocarbon droplets in an oxygen containing gaseous phase,
- (b) evaporating the liquid hydrocarbon droplets in a cool flame at a temperature of between 300 and 480 °C to obtaining a gaseous mixture comprising oxygen and hydrocarbons, and
- (c) total combustion of the gaseous mixture obtained in step (b).

**This Page is Inserted by IFW Indexing and Scanning
Operations and is not part of the Official Record**

BEST AVAILABLE IMAGES

Defective images within this document are accurate representations of the original documents submitted by the applicant.

Defects in the images include but are not limited to the items checked:

- ☐ BLACK BORDERS
- ☐ IMAGE CUT OFF AT TOP, BOTTOM OR SIDES
- ☐ FADED TEXT OR DRAWING
- ☒ BLURRED OR ILLEGIBLE TEXT OR DRAWING
- ☐ SKEWED/SLANTED IMAGES
- ☐ COLOR OR BLACK AND WHITE PHOTOGRAPHS
- ☐ GRAY SCALE DOCUMENTS
- ☒ LINES OR MARKS ON ORIGINAL DOCUMENT
- ☐ REFERENCE(S) OR EXHIBIT(S) SUBMITTED ARE POOR QUALITY
- ☐ OTHER: _____

IMAGES ARE BEST AVAILABLE COPY.

As rescanning these documents will not correct the image problems checked, please do not report these problems to the IFW Image Problem Mailbox.